The Journal of Commerce thus labors to break the force of the verdict of Pennsylvania in her

recent Election: The Anti-Nebraska papers are careful to state that "The Anti-Nebraska papers are careful to state that two out of the five candidates for reelection who voted for the Nebraska bill, are defeated, but forget to add that three out of the seven candidates who voted against the bill are likewise defeated; not to mention a fourth, in the person of Mr. Chandler of Philadelphia, who, having been superceded by the Nominating Convention in his District, ran as an independent candidate, but was unsuccessful. Of the eleven members who voted for the bill, five were nominated for recelection, viz: Florence, Jones, Packer, Bridges and Wright; and of these the first three were relected. Of the fourteen members who voted against the bill, seven were re-nominated, viz: Dick, Ritchie, Curtis, Grow, Heister, Drum and Trout. Of these the first four are reelected. The proportion of each class re-nominated, is as nearly equal as possible, and the proportion of the nominees elected, of each class, is as nearly equal as possible.

Is it not amazing that journals which have some

Is it not amazing that journals which have some reputation for fairness will attempt to "argue the seal off the bond" in this way? Florence, Jones and Packer are indeed reelected, but lose not less than 3,000 of their former majority; while Bridges and Wright are badly beaten in Districts which gave not less than 3,000 aggregate majority for Pierce two years Here is a Democratic loss of not less than 6,000 votes in these five Nebraska Districts. On the other hand, the majorities of the five Anti-Nebraska Members reclected are not only immensely increased-two of them (Grow and Dick) having no serious opposition: but the other three are beaten by men who are more hostile to the Douglas policy than they were. Heister is a Silver Gray Whig, and is beaten by Anthony E. Roberts, an Anti-Slavery Whig who ran stump: the Nebraska candidate polling the whole vote of his party, but not getting enough to save his distance. Drum (Dem.) is besten by Covode, Anti-Nebraska Whig; and Trout (Dem.) likewise by John Allison (Whig.) expressly because Trout did not stand up to the rack on the Nebraska question. He voted right on the final passage, but lodged a little on the preliminaries, and is killed him. These facts are notorious, and The Journal in-

jures itself in defying them.

One of the most gratifying features of the late Pennsylvania Election is the vote of Eric. The borough and township (Mill Creek) usually give some three hundred Whig majority, and they have now given Bigler quite a large majority. The bridge burners doubtless realized that another such Governor for their uses could not easily be scared up, and so clung to him with all their might. They likewise elected Judge Thomp son (Nebraska Dem.) to represent that strong Whig county, which has not done the like before for twenty years. Gov. Pollock thus comes into office under no obligations to Erie, and in a position to act manfully and justly in case of any further disturbances by her rioters. On behalf of the traveling public, who only ask, when obliged to visit Erie, permission to get away from there as soon as possible, we thank the bridge burners for their heavy vote against Pollock.

When THE TRIBUNE exposed the packing of the Jury on the Graham murder trial, The Evening Post simply made it the occasion for some impertinent and silly pleasantry about the case being tried in the office of this journal as well as at the City Hall. The fact that the Jury in such a case had been packed it thus tacitly approved, by ridiculing the exposure it had been our duty

Now, however, Mr. A. Oakey Hail, who was one of Grabam's counsel on that trial, is nominated for District Attorney, and The Post is suddenly seized with indignation at the construction of the Jury, and calls upon Mr. Hall for explana-

This would seem to indicate a good deal more virtue in The Post in connection with elections. than with the trial of men accused of murder.

We have received from the Belgian Consul at one of our principal ports a reply to our recent comments on the expertation of follows from that country to the United States. The writer says that no persons guilty of capital crimes are ever sent; that only those who have served out their sentences are thus transported: and that they ought not to be repelled. Besides, Kis the work of local authorities and not of the Govern ment. He also states that for the past four years no Belgians have been inmates of the State Prisons of New-York. All of which coes not appear to be a satisfactory apology for the practice in

Horace Greeley will speak for Temperance at Washington Hall, Newark, N. J., on Sunday evening.

CONNECTICUT STATE FAIR.

From Our Own Reporter. New-Haven, Friday, Oct. 13, 1854. The unfavorable state of the weather prevented many persons from attending the Fair to-day, and there was not as large attendance as yesterday. At 11 o'clock the crowd assembled in the large tent used for the exhibition of dairy products and vegetables, when the President introduced Gov. Hoppin of Rhode Island, who congratulated the citizens of Connecticut on the success of their first State Fair. Gov. Dutton of Connecticut was then introduced, who delivered an excellent address. He compared the cultivation of the soil now with what it was fifty years ago, and made many humorous remarks concerning the breeds of cattle and the agricultural implements in use fifty years ago. He urged the farmers of Connecticut to continue to make improvements in their lands and stock, and closed by culogizing his fellow-citizens for the creditable display of agricultural products and manufactured goods that were here exhibited, for the first time in Connecticut, under the auspices of the State Agricultural Society.

Henry A. Dyer, Secretary of the State Society, then read the list of premiums awarded.

We only give the first premiums, except in a few cases of uncommon merit.

First prem. to J. A. Gorlam Handen. \$11

Second prem. to T. L. Harr, West Conwall. \$12

Aloca premium on cub-soil proving of \$10 to Solumon Mead of New Haven, and Ell Pickerman of Handen.

TROTTING MATCH.

For best Trotting Horse, to B. Moniegue of Middletown. a premium of the second Second Second. \$20

For Horses of all work, to Sacund Tompson of New Haven. necticut on the success of their first State Fair. Gov.

For Horses of all work, to Samuel Toompson of New Haven, first premium of.

You, first premium of.

Ten premiums for various mackanes and maplements were awarded to Museon and Johnson of New Haven.

Four premiums for do, were awarded to R. L. Allen of New;

York.

The Horticultural Society exhibits fine collection of fruit and flowers on the croppuls of the Fair of the

of fruit and flowers, on the grounds of the Fair of the State Agricultural Society, but have not yet made a full report, and the Awarding Committee have not discharged their duty, therefore a full report cannot be made at present.

Second green, R. Battell, Norfolk, heat Stellions, Morgan Third page. J. Joslyn, New Haven best Smillions, Man prem. V. Ribble, Fillington, Mare, with Foal at foot, od prem., Wm. J. Ives, Meriden, Mare, with Foal at

Prochusers J Dechrist Westburg Colt do Brown Stelling and Mores 2 years old and under 9 40 Work First prem. I More, Dechrist & Stelling Colt.

First prem. E. C. Spencer, New Hartford; best Stelling Colt.

Colt. Cole. 2 years old Service Description of the Colt. Service Description of the Colt. Service Board First press. M. H. Griffing. Middlenows. \$15 Matched Horses for Copy on Farm. Since Description Farm. Service Description Farm.

| SILEEF | Grode and Native. | First prem | S. Tood Northfurt | State

MISCELLANEOUS ARTICLES.

THE LATEST NEWS, RECEIVED BY MAGNETIC TELEGRAPH.

PENNSYLVANIA ELECTION.

PHILADELPHIA, Friday, Oct. 13, 1854. Philadelphia County .- The official returns to-day show that the Democrats have lost three more mem-

bers from the County for the Assembly. The following gentlemen are elected on the Fusion ticket: Alexander Cummings, (of The Evening Bultin. Joshua Fletcher and Robert M. Foust. This gives the Know-Nothings nine members from

the County out of the eleven. Mr. Cummings ran on the Temperance ticket alone, without the aid of the Whies, Democrats or Natives, but evidently received the support of the Know-

PITTSBURGH, Friday, Oct. 13, 1854. Westmoreland County-(Official). - Bigler, 3,083; Pollock, 3,773; H. S. Mott, Know-Nothing and Democratic candidate for Canal Commissioner, ,221; George Darsie, Whig Candidate, 1,159; J. S. Black, Democratic candidate for Judge of the Supreme Court, 3,929; Thos. H. Baird, the Native American candidate, 2,433; Danl. M. Smyser, Whig and Know-Nothing candidate, 1,069; A. Drum, Dem. ocratic enudidate for Congress in the XIXth District, 3,820; John Covode, Whig, 3,697. The Independent Assembly ticket is elected in the District. The vote for a prohibitory liquor law in this county stands 3,346 egainst it, to 3,236 in its favor.

Allegaeny County (Official .-Policek, 10,377; Big-

J. S. Black, Democratic candidate for Judge of the Supreme Court, 5,442; Thos. H. Baird, Native American, 4,868; Danl. M. Smyser, Whig,

OHIO ELECTION.

CINCINNATI, Friday, Oct. 13, 1854. Returns received from sixty countles of this State give 65,000 majority for the Independent ticket. The majority in the entire State will run up to 90,000.

SOUTH CAROLINA AND FLORIDA.

BALTIMORE, Friday, Oct. 13, 1854. From South Carolina we learn that Wm. Alken was reflected to Congress from the Charleston Dis-

In Florida the Democrats carry both branches of the Legislature, thus securing the election of a United States Senator.

WHIG AND REPUBLICAN NOMINATION.

Boston, Friday, Oct. 13, 1854.

The Whigs of the HIId District, in Convention tolay at Dedham, nominated J. W. Edmunds for Conlay at Dedham, no Co

The Republicans of the Hd Congressional District have nominated the Hon. Gershom C. Weston of

Duxbury for Concress. Thursday, the 30th day of November, has been set apart by the Governor of Massachusetts as a day for

Public Thanksgiving. THE KNOW-NOTHINGS OF NORFOLK.

Nonrolk, Friday, Oct. 13, 1854. The Know-Nothings here and in Portsmouth cele-

brated the recent victories of the order in Pennsylvania and Baltimore last night by firing one hundred

THE YELLOW FEVER AT NEW-ORLEANS. BALTINGRE, Friday, Oct. 13, 1854.

The southern mail as late as due from all points is

received.

The health of New-Orleans was improving. The deaths from yellow fever at the Hospital, during the week, had been only 70, against 100 in the previous week. There had also been a great abatement in the

POLITICAL INTELLIGENCE. NEW-YORK CITY.

NEW-YORK CITY.
WHIG CITY ASSEMBLY NOMINATIONS.
Wards. 1-2..... MAT. C. FORDHAM, (not in Directory. V. 1-2. Mat. C. Fordham, (not in Directory.)

IV. 5. Thos. E. Smith, Bookseller,
VI. 8. Joseph R. Falst, Watchcase maker,
VII. 9. Samuel Brevoort, Merchant,
VIII. 10. Throdone Strivesant, Lawyer,
X. 12-19-22 Janes J. British, Harbor Master,
XI. 13. Jacob E. Howard, Baker,
XII. 14. H. V. Sigler, Looking-glass dealer,
XIII. 15. Richard M. Blatchford, Lawyer,
XIV. 16-20. John P. Cumming, Lime dealer,
XV. 17. Aras G. Williams, Lawyer,
XVI. 18-21. William H. Adams, Livery Stables,
The above are all the nominations we could hear

The above are all the nominations we could hear rom last night. The Softs also held their convention meetings, but made only a few nominations.
SOFT CITY ASSEMBLY NOMINATIONS.

SOFT CITY ASSEMBLY NORINATIONS.

111. 4. CHARLES J. DOUGHERTY, Clerk.

VI. 8. WILLIAM B. ALTREY, LAWYER.

VII. 10. GROEGE H. RICHARDS, HARLE.

XVI. 18-21. DASHLE PERFA. INOT IN DIFFECTERY.)

TEMPERANCE ALLIANCE NOMINATIONS.

A thinly attended unceting of the New-York City

Temperance Alliance was held last night, C. C. Leigh presiding. There were twenty-reven members in attendance, and seventeen came in afterward-making forty-four out of one hundred and ten. There was a forty-four out of one numbered and smart discussion upon the policy of making independ-ent nominations. Mr. North wanted Wilson G. ent nominations. Mr. North wanted Wilson G. Hunt, the Reform Nomines. Mr. Hoxie also favored Hunt. Ira Buckman went for and nominated James W. Barker of the Seventh Ward. Mr. Fountain nominated Hunt. Joseph Western nominated Charles C. Leigh. Mr. L. declined. H long dis-

nomination unanimous -the vote was Ayes 27; Nays | THE LOSS OF THE ARCTIC. 10. The Alliance then nominated for City Judge William Allian of the Tenth Word; and for District Atterney, CHAUSCY SHAFFER, the Soft Shell can didate. It was moved to nominate a candidate for Recorder but before any decision the meeting ad-

journed. WRIG CHARTER NOWINATIONS.

WRIG CHARTER NOMINATIONS.

Vith Ward-Alderman, A. M. HINNINGER,
VIIII: Ward-Alderman, Charles Fox,
IXIa Ward-Alderman, William H. Albertson,
AVIIII: Ward-Alderman, Nathan C. Ely,
XXIII Ward-Alderman Henry P. Connie,
Connectimes—IXII Dist., George A. Barrey,
XIVII Dist., Erastes W. Brown, XVII Dist.,
Jacob S. Anderson, XVIII Dist, William,
Jacob S. Anderson, XVIII Dist,
William, XXIII Dist., Univer T. Wardell, XXIII Dist., Oliver T. Wardell, XXIIII Dist., Stephens,
Hard Shell Charter Nominations.

HARD SHELL CHARTER NOMINATIONS. CONSCIENCE - William Cleary. District., Michael Smith.

RICHARD M. BLATCHFORD was last evening nominated for Assembly by the Whig Convention of the XVth Ward. Men of Mr. Blatchford's abilities and fitness rarely consent to be candidates for Assembly but the XVth Ward, to her honor be it spoken, generally sends superior men. When such as Mr. Blatchford accept Assembly nominations, it becomes the duty of their fellow-citizens to attest their appreciation of the act by a spirited canvass and a heavy We trust such will be rendered in this case.

NEW-YORK STATE.

WHIG NOMINATIONS.

Renselder-Congress, 13, Rossell Sade of Troy, Residuar - Congress, 19, B renominated. Omondaya - Congress, 24, Gen, Amos P. Granger. Livingsion and Steuben - Congress, 28, William H. Kelsey of Genesoo.

SOFT SHELL NOMINATIONS.

Renseleer—Congress, 13, HENRY A. CLUM of Bruns-

wick.

Columbia and Dutchess—Congress, 12, full term,
HUGH W. McCLELLAN of Chatham, Columbia Co.;
short term, Prof. S. F. B. Moner of Dutchess.

Occurdage—Congress, 24, Thos. G. Alvord, not
long since a "Hard Shell" leader of the Democracy.

HARD SHELL NOMINATIONS

Schoharie, Schenetagy, Montgomery and Fulton—

Schoharte, Schenettary, Montgomery and Fulton-longicus, P., Isaac Jackson Nebraska of Amster-

Columbia and Dutchess-Congress, 12, long term, W. H. Wilson of Columbia, short term, Chanles Rosisson of Dutchess. INGS COUNTY WHIG NOMINATIONS The Whig County Convention last night made up

the following ticket:

Surregate-Rodman B. Dawson of Brooklyn.

Superintendents of Poor-James C. Rhodes of Brooklyn. William Resimone of Brooklyn.

Justice of the Sessions-Samuel J. Stryken of

Justice of the Sessions-Samuel J. Strikel Graveschil. Coroner-Thomas H. Redding of Brooklyn.

WESTCHESTER COUNTY .- On a square issue, this County would give at least One Thousand majority for the Maine Law, yet it has for the two last years been represented by Free Liquor Assemblymen. The upper District is decidedly Whig, yet is regularly represented by Hards, because while it is both Whig and Maine Law, rival Whig and Maine Law candldates are run, and the District thus thrown away. This year, the same folly is attempted for the third time: Daniel Henr having been nominated as the Whig and a Mr. Bancock as the Temperance candi-And, as if one folly were not enough, an attempt is seriously made to sow dissension in the lower District, where the Whigs have nominated John C. FERGUSON of Mount Pleasant, a constant, faithful efficient advocate of Temperance and the Maine Law. He is covertly opposed as not Osthodox in his theology, on which point we have nothing to say: and more openly assailed as a " Seward man." No man questions his integrity, ability, or moral worth; no man doubts that he would make a useful and creditable Member; no man has any warrant for calling him a "Seward man," save that he has always voted the straight Whig ticket when others were bolting and dodging, and is known to detest Slavery and all other forms of oppression. There is no man in the County who has done more according to his means for the Temperance cause than John C. Ferguson; and we do not believe any who really love that cause can be induced to cast their votes against him. We shall see.

TEMPERANCE NOMINATIONS
Orange-Assembly 1, ROBERT KIDD.

THE OHIO REVOLUTION.

CLEVELAND, Wednesday, Oct. 11, 1854. A thousand cheers for the gallant Buckeye State, for she is redeemed from the perfidious grasp of a spurious Democracy.

The Nebraska swindle and the corruptions of our State Government have aroused the people in their might, and from the Ohio River to the Lake toe minions of a corrupt dynasty have been swept before the

The telegraph brings us news of victories all over Of Members of Congress it is now doubtthe State. ful if the Administration has over three out of the

entire delegation. That arch apostate, Edson B. Olds, is bedly beaten, and no man's defeat has given

From present appearances, Swan for Supremendge, and Blickensderfer for Public Works will

Judge, and Blickensderfer for Public to have over 20,000 majority. No election ever passed off more quietly in this City. The polls were protected from violence and no foreigner allowed to vote without the production of

his papers.

Under this rule, it is supposed that not less than these hundred votes were rejected, many of whom three hundred votes were rejected, many of whom have been voting for years.

A year since we were besten in the city on State

Senator 71—now Swan's majority is 1,271; showing a gain of 1,342—with a majority in every Ward.

Then we carried the county by 563, now by over

Again I say, a thousand cheers for the gallant Buck-Correspondence of The N. Y. Tribune.

MOUNT VERNON, Knox Co., O., Oct. 11, 1854. "We have met the enemy, and they are ours." Never in the history of Ohio have the Locos met with a defeat so signal and overwhelming. There is no doubt that the State has gone against the Ne braskals by a majority ranging from 20,000 to 30,000. In this (the XVth) Congressional District, Sapp is elected over Dunbar triumphantly. In this (Knox) County, he has beaten Dunbar not less than 600, and our whole ticket is elected, from Poer-House Di-rector up to Sheriff. Heretofore the Lago majority has been from 400 to 800 against us. Galloway has our whole locate is escreen from 100 majority has been from 400 to 800 against us. Gelloway has been from 400 to 800 against us. Gelloway has besten Olds awfully in the Columbia District and Sam, will make his mark in Congress—mind that. It is the opinion of both Republicans and Locos that they the Locos have not elected a single Congressman in the State. It may be that Plants is elected over Cooper K. Watson in the Tiffen District, but they do not claim it. Ohio has redeemed herself most nobly.

"No, he is t'i—by about 3,000 majority. [Ed. Trib.

NORTHERN PENNSYLVANIA.

Correspondence of The N Y. Tribune.

Towanda, Pa., Thursday, Oct. 12, 1854. We have not yet received the official returns of the vete for Governor in this county, but have learned sufficient to make it certain that Poliock's majority will be about Twenty-five Hundred. We have elected one Whig and one Free-Soil Anti-Bigler Representative; also the Whig Sheriff and Prothenotary.

Yours truly, M.
PENNSYLVANIA,-We have a letter from Northumberland (Pa.) of the 11th, which confirms the election to Congress of James H. Campbell Whig Anti-Nabraska) in place of our eloquent friend Straub, whose speech (according to The Union) made two votes for Nebraska. Schuylkill County was badly cut up, and voted: James H. Campbell (Whig4,050

In the Senate District (Northumberly and and Danphin Taggart (Whig and Temperance) is chosen by

PORTIONS OF THE WRECK PASSED.

Boston, Friday, Oct. 13th, 1854. By the arrival of the Encopa, we have received The Newfoundlander, published at St. Johns, of Oct. 5. It consures the conduct of Gov. Hamilton and the American Consul, in not taking speedy and efficient measures to search for the survivors of the Arctic. The news of her loss reached St. Johns Sept. 30.

The ship Nautilus, which arrived at St. Johns Oct. from Miramichi, reports that about 25 miles southeast of Cape Race, she saw a quantity of wrecked materials, viz: A portion of the railing and painted deck of a large vessel, with a number of chests, cases, casks, &c. There can be little doubt that these were portions of the wreck of the Arctic. The wind blew o hard to allow the Nautilus to save any of them.

Beston, Friday, Oct. 13, 1854. The Newfoundland papers received here by the Europa make no mention of the propeller Vesta having rescued thirty-one of the crew of the Arctic. We have, therefore, no confirmation of the dispatch

received from Halifax yesterday. Hallfax, Friday, Oct. 13, 1854-Noon. Nothing further as to the Arctic has reached this port up to the present time.

THE STEAMSHIP OSPREY.

PHILADELPHIA, Friday, Oct. 13, 1854. The steamship Osprey did not leave Halifax for St. Johns, Newfoundland, until the 5th inst. She is not, onsequently, considered due here before about the 17th, and may perhaps be further delayed by search ing for the Arctic's missing boats.

THE PROPELLER VESTA AND ARCTIC'S CREW.

The fact that the Newfoundland papers of as late a date as the 5th inst. make no mention of the Vesta's having brought in any of the crew of the Arctic in duces the belief that the dispatch from Halifax on Thursday afternoon, referred to the persons who were previously reported as having been landed near St Johns. Efforts were made yesterday to have this point cleared up, but the Halifax line closed last evening before an answer could be obtained from our cor respondent at that place.

THE PROPELLER VESTA.

The propeller Vesta is a small vessel and is owned by Messrs. Hernoux & Co., a large shipping house doing business at Granville, a port on the coast of France. This firm have been in the habit of sending the Vesta twice every year with stores and provisions for the fisherics established at St. Peters, Miquela, the fishing possessions of France on the Banks of Newfoundland. The propeller had made her trip to the fisheries and was returning home with the crews of fishing vessels who had served out their time. She had a large number of these fishermen on board, returning to their homes and firesides.

The propeller was steering in a dense fog about its an hour when she struck the Arctic. One man was killed and several others injured by the col-

Two boats were launched, the first of which was sunk, and the second was taken possession of by two of the crew and several of the passengers against the ders of the Captain. They were never seen more.

The buikhead of the forecastle was not started, and the fore part of the steamer being lightened by throwing overboard freight, the next two days were consumed in securing the break when the propeller run to St. Johns. The Vesta had on board 147 passengers and a crew of 50 men, of whom 13 were lost.

ARRIVAL OF MR. GILBERT.

Mr. Gilbert, who was at first reported among the lost of the Arctic, was, it appears, happily among the saved, and one of those who arrived here yesterday. He left the steamer two hours before the final catas trophe. It the boat which he entered at the Captain's order were also some of the crew, whom the Captain ordered out, and he beckoned to Mr. Brown and some ladies to jump into the boat, which was thes vacated for them; but agitation so reigned that they were paralyzed, and before he could further insist on their joining him, there was a rush made by a party of men who filled the boat, and immediately they were separated from the steamer in the fog. The boat s party was so exhausted with long fasting, and their provisions were so low, that they were about to draw lots as to whom to throw overboard, when they

NARRATIVE WRITTEN FROM THE NOTES OF M. DUPASSEUR. COLLISION.

On Wednesday, the 27th of September, the Arctic was, as near as could be ascertained, about forty miles from Cape Race. The weather was calm, the sea tranquil, but covered with light caps of foam. The ship was proceeding at full speed, eight bells neen were about to be struck, and the passengers in the cabin were preparing to place themselves at table for lunch; some of them were engaged in drawing the numbers of the miles that had been run by the steamer during the last twenty-four hours-a kind of lottery which took place daily on board the

All at once, a shock was felt in the fore-part of the vessel on the larboard side, then a second, then a third. These blows were not sufficiently violent to cause any serious apprehension, and some persons attributed them simply to a wave having struck us. Nevertheless they ascended to the deck when they perceived, over the larboard bulwark, an iron vessel thout national colors, whose bow was completely broken off, and which, half submerged, seemed to be about to be engulphed. Capt. Luce caused a boat to be launched, with

which the second in command, Mr. Gourlay, and five sailors threw themselves in order to go to the assistance of the stranger; at the same time the Arctic wheeled round to cooperate more actively in the res-cue. But scarcely had this maneuver been executed ere the critical situation of our own steamer was per ceived, and the imperative necessity of looking after our own safety was forced upon us. The unknown vessel had struck with its bow upon the front of th Arctic, a little after the cutwater on the starboard side, causing an opening of eight feet wide by five high, in which a part of her own bow still re-mained. Two other lesser openings were seen at intervals, approaching toward the paddle-box corresponding to the second and the third shocks felt during the colfision. Through these three openings the sea rushed into the interior of the vessel which rendered all obstacles opposed to it powerless and all efforts fruitless. While they were making these useless efforts to arrest the inroad of the water. and the passengers were working the pumps, they made for the land, with the hope of being able to keep the steamer affoat sufficiently long to beach her by putting on all steam.

In order not to lose a single minute, they were obliged to renounce any idea of assisting the stranger which meantime had disappeared, and every one imagined had sunk; were also obliged to leave the boat, and six men in her, behind. At the movent that they turned a second time, in order to take this new direction, a boat was seen a little in advance of the paddle wheel containing eight or ten men, who implored assistance in a foreign tongue Unhappily it was too late to stop our headway. Less than a minute afterward the boat and all in her, disappeared. It was reasonably supposed that it be longed to the unknown vessel. But the time had come when all were engaged in looking after their own safety. Scarcely had any one been at the pains of questioning one of the strangers who had managed to leap on board at the moment of the destrucon of the boat. All that we learned from him was that the vessel was French.

II. THE BOATS. We experienced now the sail certainty, in spite of all our activity at the pumps, that the water was gaining on us with terrible rapidity, and would soon

reach the furnaces. The ta' oughts of all turned toward those means of saving the uselves which might

afford a ray of hope.

The Arctic had six boats suspended from the davits. two on the larboard and two on the star, card, a fifth placed lengthwise along the middle of the cleak, the sixth also on the deck, across the forward part of the

It is, above all, necessary to be precise about the ise made and the fate of these boats. For greater clearness, we shall designate them by numbers, in the following order: Those on the larboard by the Nos. 1 and 2, those on the starboard Nos. 3 and 4; No. 5 being that in the middle of the deck, No. 6 the ne most forward.

The boat No. 1 is that which was sent away at the moment of the collision, and which it has been seen we were obliged to abandon to its fate. It carried, as we have already said, the second in command and five men, of whom we as yet have had no intelli-

When it was proved that the steamer would inevitably go down, the captain ordered the boat No. 4. starboard, near the paddle-box,) to be launched. It received 27 or 28 persons, women, children and passengers, provisioned with a little biscuit and some water, but without a compass, or a single man capable of directing it. It is impossible to mention the names of those she bore; one can only say that at least there was a French woman, remarkable for her olive complexion, and who courageously seized an oar at noment that the boat disappeared in the fog of the steamer. Of this boat nothing has been as yet

The boat, (No. 2,) facing the preceding one, was mmediately launched, and the second licutement, Mr. Basham, descended not as it has been said, through any egotistical precipitation, but on the or-der of the captain, who said: "Take that boat and make of it the best you can." These words exonerate Mr. Baalham from the reproaches which were heaped upon him after the first narrations. The crew were guilty of having forgotten their duty in seeking only their own safety. Scarcely, indeed, had the boat of Mr. Baaiham touched the sea, than seven teen sailors or firemen threw themselves into her with such violence that it was necessary at once to cut the ropes. At the moment that the steamer had left this boat, a passenger, Mr. Henderson Moore, jumped into her from the deck. This made the number of persons in her nineteen.

There remained the fourth boat aft. (No. 4.) Capt. Luce put Mrs. Collins and several other persons into Unfortunately at the very moment they were about to let her go, only one of the blocks worked, while the other fouled. The boat was, consequently, in a perpendicular position, and all those who were in it, with the exception of three persons, fell into the waves. At such a moment the misfortune could not be remedied. They sought to right the boat, but it was not possible to hoist it. It was a general sauce qui peut. Passengers and crew jumped indiscriminately into the boat, which was again filled in a few seconds. Messrs. Dupasseur, C. T. Mitchell, W. A. Young, W. Gilbert, F. D. Mayer, William Gibson, Fure, J. Bogart, J. Hennessy, J. McHath, George Debbs, and Dulaquais, servants of M. De Grammont, were in it.

The Duke de Grammont himself tried to jump in but fell into the sea, and would immediately have perished save through the devotion of his servant, who drew him on board the steamer by an almost superhuman effort. Dulaquois himself slid down a rope, inviting his master to follow his example. But the boat was already at some distance, and Dulaquois came down so fast that he fell breathless into the soat. M. de Grammount had not courage to imitate him, and so let the precious moment pass which separated safety from destruction. He remained on board the steamer. The young Duke, M. Guynet and the Brown family were the last persons that M. Dupassieur perceived on the poop at the moment when the boat passed behind the steamer. There were 25 in the boat, and the least movement threatened destruction. By good luck, on reaching the larboard ide we fell in with the boat of Mr. Baulham, who lightened us by taking six persons into his boat. He offered to assume the care of our common safety. Some few moments afterward the Arctic seemed abandoned to the mercy of the waves, and having already 12 feet of water in her hold, was out of sight. Before following the fate of these two boats, let us

say a word of those which we have designated as Nos. 5 and 6, and which remained on board.

No. 5 had been drawn from its original place in the middle of the deck, as far oft as possible. M. Dapassicur and his companions could see them endeavoring to launch it, in order to assist in the construction of a raft. This was the boat that somewhat later saved the 3d Licut. Dorian, Mr. Burns, and 32 of the crew,

rescued at sea by the Huron. The narrations of Messrs. Dorisa an Burns have told us that boat No. 6 was taken possession of by the engineers. It is the third of which we have still to receive intelligence.

As for the raft, we know definitely that, owing to some fatal circumstances, it only saved one man. III. SUFFERINGS AND SAFETY.

It was only two hours and a half after noon when M. Dupasseur lost sight of the Arctic. His boat and that of Mr. Baalsen, had each four oars, but in neither one nor the other was there a single glass of water, or a piece of biscuit. It was under these circumstances, in truth, and without knowing exactly where to seek for land, that we must gain the shore or die of hunger or cold. Mr. Baalham, indeed, had a compass, but on board a boat composed of metal it was too a guide to place much confidence in. Mr. Baalham preferred to trust to the direction of the current. The result has proved his idea correct.

During the whole of this night and the following day (the 28th) we rowed without ceasing, taking care not to get separated, in spite of the fog that constantly surrounded us. During the day we had successively seen two sails, toward which we had directed our course with the energy of despair; but both disappeared beneath the horizon. The boats still con tinued their course toward the coast. The unfortunates who were in them were chilled to the marrow as well by the fog as the waves which momentarily broke over them. At last, on the evening of the 28th, we could see a change in the color of the water. These signs, which announced our approach to land and aided our courage, and on the 29th, at 5 o'clock in the morning, we reached Broad Cove. Mr. Dupassieur gives great praise to the con duct of his companions in misfertune during their hours of trouble; and no one, not a single one in the life-boat, dreamed for a single moment of deserting the boat to seek their safety alone. The first feeling of the ship wrechad on landing, may

be easily conceived. It was with thankfulness unspeakable that they looked up toward that Heaven shich had protected them in so providential a manper. Fer 40 hours they had been tossed about as it were by chance, without nourishment, in frail skiffs, at the mercy of the waves of the Atlantic, and Provdence seemed, in some mansure, to have taken them by the hand and conducted them to port.

A dog seen from afan showed that we were in the eighborhood of a dwalling. At last we found a hut inhabited by an Itahman named Flemings. Unfortunately he had nothing to offer to us, worn down y fatigue and hanger, but a little biscut and water. Having refreshed ourselves as well as we could upon so frugal a repast, we started on cot to the village of Renewes, about four miles off, where we arrived about 8 o'clock in the morning. There a warm reception and an excellent meal soothed our sufferings. Raving rested and got dried, we embarked again

at noon on board of two fishing boats, chartered on ac-Neuve. On the way we endeavored to find some signs of the wreck or of the other boats, but could discover none. The wind beginning to freshen, to-

gether with our fatigue, compelled us to stop at Fairy

Land at about 5 o'clock in the evening. We found there not only a refuge against the storm, but also their hospitable attentions. The principal inhabitants of the localitaly paid every attention to ns. M. Duposseur personally scarcely knows in what terms to express his acknowledgements to Mr-

Robert Carter, Custom-House officer in the British service, who cordially opened his house to him. The storm continuing, we passed Saturday, the 30.h, at Fairy Land; then, since there seemed to be no prospect of the sea becoming calm, Messes, Dupasseur and De Mayer determined on Sunday, the 1st of October, to try and reach St. Jean by land. The storm was dreadful. In the course of the journey they were joined by several of the passengers, and all preceded together until 6 o'clock in the evening, when they arrived at Toad's Cove, in a hard rain. At length, after passing the night there in a bad public house, and a second day's journey, Messrs. Dupassieur, De Maeyer and Dulaquais reached St. Jean on Monday, 2d October, at 5 o'clock in the evening, and alighted at an hotel kept by M. Toussaint, a Frenchman in heart as well as in name, who at once offered them the hospitality of a fellow countryman.

Mr. Dupasseurs say that the French steam-propeller Vesta, Captain Duchesne, lost thirteen men who jumped overboard in the boat smashed by the Arctic-She saved nobody from the Arctic, and saw neither steamer nor boats after the collision. No Frenchmen from New-Orleans were saved; some Frenchmen from New-York are supposed to be in boat

To the Editor of The N. Y. Tribuna.

My attention has been called to the following passage from an article in The Times of yesterday, on the late awful cates

"It was generally expected that Mr. White, of the New York, New Foundland and London Telegraph Company, would have dispatched the Company's steamer Victoria to craise for the missing houts. The sessing arrived from the westward on Muceby evening, and ren ained at the Company's wharf until restetion at noon.

• We understand the renly to Mr. Newstan's application for ther was, that she could be had for \$500 per day. We believe her burden to about 200 tuns."

To those who know Mr. Watra this statement must appear not merely improbable but incredible, and I have it in ma power to contradict it, from information this evening received m Mr White himself

The subjuined letters to Mr. Collins enclosed in mine, will show what Mr. White has done. The Victoria had not returned from her erisise at our latest dates.

Respectfully yours.

Fainay Evening, Oct. 18. BETER COOPER,

graph Company. of the New-York, Nefoundland and London Tele

OFFICE OF THE NEW YORK, NEWFOUNDLAND AND LANDON TELEBRAPH COMPANY, ST. JOHNS, N. F., Toreday, Oct. 3, 1554.

E. K. Collins, Eq., New York

My Dear Sir. On my arrival here that night in the Compa y's steamer Victoria, I learned the heart rending accounts of

the loss of the Arctic, and that some of the passengers who left the loss of the Arctic, and that some of the passengers who left her in beats were now probably floating on the ocean. The American Coreal having this morning declined to em-ploy the Victoria to search for the unfortunates, I have made all haste to coal the steamer, and shall, if possible, dispatch her during the night or to-morrow morning early, to seek for the passingers and bring them to this port, or some port of safety. I inchose a city of my instructions to Capt Slayter. May the Almighty guide him to the rescue.

Yours, faithfully, CHANDLER WHITE.

Capter of the New York, Newpound, and Leanon Tringard Company,

Endown Tringard Company,

Ext. Johns, N. F., Tuesday, Oct. 3, 1854.)

Capt. S. G. Suppress, steamer Victoria: Dear See—Refering to our conversation, the inspection of the chart, and to your recollection of the winds that have prevailed during our voyages, which terminated at this port last night, with regard to the probable present position of the boats which are said to have the think fighted steamer. Artic, as soon after her collision. left the ill-fated steamer Arctic, so soon after her collision with the steamer Vesta, I have to request that you will, as soon with the steamer Vests, I have to request that you will, as soon as you can take in the necessary supply of coal, proceed with the steamer Victoria to such place as you may deem it judicious to begin the search, and continue the same B such discretion, to such distance, and for such length of time, as shall satisfy you that it is hopeless—baving also due regard to the safety of your own vessel and crow, and to the reservation of a sufficient quantity of coal to last back to this port.

Let the glorious hope of rescuing the sufferers cheer and

animate you to achieve their acto achieve their delivers.

CHANDLER WHITE. THE EUROPA AT BOSTON.

THE EUROPA AT BOSTON.

Prom the Boston Journal, Cet. 13.

Disorrective Conduct of an aberraca consult.

In The St. Johns (N. F.) New-Foundlander we find some statements in regard to the conduct of the Amercan Consult at St. Johns, Mr. Newman, which, if true, would forever diagrace the veriest barbarian. The intelligence of the disnater was received at St. Johns on Saturday, and for three days, although earnestly solicited, the American Consult took so measures for the relief of the Arctic, or those of her passengers who were drifting in boats! The steamer Cleopatra and the steamer Victoria arrived in port on Monday, and the Merlin on Tuesday, and seither the Consul or Governor Hamilton would assume the responsibility of sending them in search of the boats. Some members of the Assembly took up the matter, and offered to guarantee the expense of sending the steamers on the search, when the Governor agreed to back the Consul, but the ghost of responsibility still stared that worthy in the face, and the result was that the Consul sent a yacht on the search!

In pleasant contrast to this disgraceful conduct is the zetion of Mr. Chandler White, Agent of the Telegraph Company, who dispatched the steamer Victoria on the search, with orders to continue the search

egraph Company, who dispatched the steamer Victo-ria on the search, with orders to continue the search just as long as was thought proper, he assuming all

If this statement be not exaggerated, the Governent at Washington should take cognizance case at once. Such outrageous neglect as that above named will do much to lower the United States and its Government in the esteem of the Britons of New-

PERSONAL MEMORANDA.

AN UNKNOWN PASSENGER ON THE ABCTIC. the Editor of The N. Y. Tribune. Six: Having read the statements connected with the less of the Arctic in your journal, and being about to proceed to New-Orleans, by southern land route, everal days must elapse before further tidings of this

melane holy catastrophe can reach me. As the circulation in Europe of our local newspa-pers is insignificant compared with the New-York journals, there is a circumstance connected with the recent calamity which, by the publicity of your colimps, may perhaps reach the eyes of those most in-

Among our passengers was a gentleman about 35 o 38 years of age, of very reserved manners and ovidently depressed spirits. Being located in the same berth, I was one day accidentally struck by the significant fact that his linen was marked with initials differing from those of the name by which he passed, and in which he had shipped. A few remarks from me induced him, (under promise of secrecy, which the extent of this communication does not violate) to explain how circumstances of a distressing nature had induced his expatriation. Subsequent conversations revealed to me that blighted hopes induced him to regard his existence but lightly, and from his stolid indifference, when the encounter took place, it is my belief that he courted those embraces of death which ales! so many have vainly struggled to resist. The initials of his clothing which I have alluded to were "J. V."—this may afford some clue to his connextons in Europe, a point upon which he studiously avoided onlightening.

Your respectfully, ONE OF THE RESCUED.

New York, Oct. 13, 1854. INFORMATION WANTED.

We are requested to solicit on behalf of William B. Reed of Philadelphia, any information in regard to his brother, Prof. Reed, supposed to be lost. The

note to us says:

I do not mean in relation to the last scene only, but
I do not mean in relation to the last scene only, but note to us says:

I do not mean in relation to the last scene only, but
to any acquaintance or association formed during the
voyage. As to a possible rescue I have no hope. I
know my brother's habit of mind and action too well to
suppose that with a female dependent on him, or indeed
under any circumstances he would join successfully
in a desperate struggle for tile. I assume that he
died as he lived,—as a Christian man,—but it would
be a great comfort for me and those who mourn
around me to be put in correspondence with any survivor that may have seen or known him.
I have waited for several days in the hope that some
intelligence would reach me, and hope I may be pardoned for the apparent indelineacy of this public appeal. I have no choice, however, between it and
continuing in ignorance of my unfortunate brother's
last bours and thoughts.